HELICOPTER ROUTE CHART
BALTIMORE-WASHINGTON

BALTIMORE — WASHINGTON

LEGEND

Consult Chart Supplement for details involving airport lighting, navigation aids and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

- Hard-surfaced runways 1500 ft. or greater
- Open dot within hard-surfaced runway: Unlighted hard-surfaced runway, 1500-3940; 3940 or VORTAC location. All recognizable hard-surfaced runways, lighted and unlighted, are shown for visual identification.
- Other than hard-surfaced public use
- Private use

HELIPORTS

- Helicopter Landing Area (public and private)
- Medical Center
- Helipads located at major airports
- Rotating airport beacon in operation (lighted by Sunset)

OBJECTIONABLE – Airport may adversely affect airspace use.

OTHER

- Ultralight Flight Park (powered)
- Seaplane Base

AIRPORT DATA

Box indicates FAR 91, Special Air Traffic Rules, Flight Patterns.

FAR 91 NO SVFR (NAME) (NAME) CT - 118.3 ATIS 123.8 2000 L 1 22 (Unverified) (Unicom)

FSS – Flight Service Station

NO SVFR – Fixed-wing special VFR flight is prohibited.

CT – 118.3 – Control Tower (CT) – primary frequency

- Star indicates operation part-time. See tower frequencies tabulation for hours of operation.
- Follows the Common Traffic Advisory Frequency (CTAF)

Weather Camera

ATIS – Automatic Terminal Information Service

ASOS/AWOS 119.42 – Automated Surface Weather Observing System/Automated Weather Observing System. Some ASOS/AWOS facilities may not be located at airports.

UNICOM – Aeronautical advisory station

ASOS/AWOS

- Lighting in operation Sunset to Sunrise
- Lighting limitations exist; refer to Supplement.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights.

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

- VHF OMNI RANGE (VOR)
- VORTAC
- VOR-DME
- Other facilities, i.e., FSS Outlet, RCO, etc.
- Non-Directional Radio Beacon (NDB)
- NDB - DME

Example: CHARLIE 122.6 360° 118° OAK 225°

Underline indicates 24-hour service or frequency.

Crosshatch indicates part-time service.

Operates less than 24 hours per day or by NOTAM.

Weather Camera

Heavy line box indicates Flight Service Station (FSS). Normally, only the FSS name, the FSS frequency, and all Hiatela Walker FSSs and are not shown above boxes. All other frequencies are shown.

R - Receive only.

Frequency above this line box are remoted to NAVAID with other FSS frequencies providing voice. communication may be available as determined by Flight Service Station. Consult Supplement for complete information.

FSS radio providing voice communications.

MARKER

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 14,500 ft. MSL are shown.

HELICOPTER ROUTES

Compulsory Non - Compulsory

PRIMARY — ROUTE NAME 118.3 — Route Name — Tower Frequency — Arrow Indicates Direction of One-way Route — Altitude Assigned — Reporting or Holding Point

SECONDARY OR MILITARY — ZONE 1 2500 — Maximum Altitude — 500 Minimum — Recommended Altitude

Class B Airspace

Class C Airspace Shown C - see FAR 91.215(MM.)

Class C Airspace Surface Area

Class D Airspace — Ceiling of Class D Airspace in hundreds of feet (A minus sign (-) indicates surface up to but not including that value.) — 40 — Class D airspace surface area.

MOA – Military Training Route (See FAR 91.215(MM.))

Prohibited, Restricted, and Warning Areas — Alert Area and Military Operations Area (MOA) — Joint Area of Control Area (Class A, B, C and D airspace, or Class E airport surface areas.

NOTAM – Notice to Airmen (See FAR 99 for details.)

National Defense Airspace — Special Flight Rule Area

OBSTRUCTIONS

1000 ft and higher AGL — Above 299 ft. AGL — Group Obstruction — Obstruction with high-intensity lights, may operate part-time — Wind Turbine Farm — Elevation of the highest obstacle and top height above ground/mean sea level — Under construction or reported (not verified) as to elevation unverified. NOTICE: Guy wires may be present on or near structures.

TOPOGRAPHIC INFORMATION

Power Transmission Line — Aerial Cable — Limited Tower — Elevation Base of Tower

CAPITOL BUILDING — Pictorial Symbol

MISCELLANEOUS

A - Aerobatic Practice Area; G - Glider Operations; H - Hang Glider Activity Area; P - Parachute Jumping Area; PA - Unmanned Aerial Vehicle Parachute Jumping Area (See Supplement.)

Town Launch Activity Area — STADIUM — Most Medium TFR sits within 3 NM, up to and 3000 AGL — YPXYZ — VFR Waypoints — NAME (YPXYZ)

CONTROL TOWER FREQUENCIES ON WASHINGTON HELICOPTER ROUTE CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(s). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are aircraft VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

Part-time towers operate Monday through Friday.

CAT indicates other towers.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS
ANDREWS AFB	0600-2130, HOLIDAYS EXC HOL	124.275 339.4	121.9* 251.8	128.725
CAPE MAY AIRPORT	CONTINUOUS	118.4 349.0	121.8 313.8	120.675 251.05
LEESBURG EXEC	0600-1900	127.2	135.1	
MARTIN STATE AIRPARK/MARYLAND AIR NG	0600-2200	133.1 360.75	121.8	120.175
PENTAGON AHP	0700-1700, MON-FRI EXC HOL	1423 • 251.3		
RONALD REAGAN WASHINGTON NATIONAL	CONTINUOUS	119.1* 257.8 (H) 118.3* 273.8 (S)	121.7* 257.8	132.65
WASHINGTON DULLES INTL	CONTINUOUS	120.7 • 118.2 (HAT 018/78) 120.25 348.6 (HAT 010/78) 120.9 • 118.2 (HAT 010/78) N-120.95	121.65 348.6 (IM)	124.85

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
WASHINGTON TR-MEA CLASS B	BALTIMORE 119.0 · 282.375 (020°-170°) · 134.55 · 317.425 (171°-190°) · 135.65 · 317.425 (191°-019°) · 128.1 · 307.8 (191°-019°)	COMPASSIA
	DULLES 126.200 306.925 (061°-240°) · 128.75 · 307.8 (241°-060°) · 134.25 · 322.225 (241°-060°)	
	REAGAN NATIONAL 134.2 · 360.8 (E) · 119.65 · 339.35 (W/N)	

SPECIAL USE AIRSPACE ON WASHINGTON HELICOPTER ROUTE CHART

Unless otherwise noted altitudes are MSL. SFRA is "Surface" to "Flr" and including."

FLT RESTRICTED ZONE is "Surface" to "Flr" and including."

Refer to Chart Legend for abbreviations.

† Other times by NOTAM.

‡ Effective dates and times is Restricted Area indicates FAA and DoD NOTAM system. Use of this area is at pilot's discretion. Area includes the DoD NOTAM system.

U. S. -PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY	FREQUENCIES
P-56, R, S	TO 18,000	CONTINUOUS	WASHINGTON ARTCC	
P-73	SFC	CONTINUOUS	WASHINGTON TMO AREA	
R-6602, A, B, C	SFC TO 2,000	CONTINUOUS 1200 HRS, NOTAM 12HR HRS IN ADVANCE	POTOMAC TRACON	124.65 · 306.925

NUMBER	ALTITUDE*	TIME OF USE †	CONTROLLING AGENCY	FREQUENCIES
DEMO 1	SFC TO 1000	INTERMITTENT BY NOTAM	POTOMAC TRACON	
DEMO 2	10,000 TO 13,000	INTERMITTENT BY NOTAM	POTOMAC TRACON	
DEMO 3	ABOVE 3000 TO 13,000	INTERMITTENT BY NOTAM	POTOMAC TRACON	

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL180 unless otherwise indicated in tabulation or on chart.

†Other times by DoD NOTAM.

NOTE: EMERGENCY OPERATIONS MAY EXPECT RADAR ASSISTANCE FROM POTOMAC APPROACH CONTROL

OPERATIONS OUTSIDE OF POLICE ZONES ARE ADVISORY ONLY ON ESTABLISHED ROUTES OR TRANSITION AREAS WITHIN THE DCA SURFACE AREA

ALL ROUTES ARE RECOMMENDED ROUTES WHICH PILOTS MAY EXPECT TO RECEIVE WHEN AUTHORIZED TO OPERATE IN THE CLASS B AIRSPACE. UNLESS OTHERWISE INDICATED, ALTITUDES WILL BE ASSIGNED WHEN ASSIGNED BY ATC. ALTITUDES ASSIGNED DO NOT PROVIDE OBSTACLE CLEARANCE ASSIGNMENTS DO NOT RELIEVE FROM THEIR DUTY TO COMPLY WITH FAR 91.119 AND 135.203(b). PILOTS ARE EXPECTED TO REQUEST AN ALTERNATE CLEARANCE IF NECESSARY FOR COMPLIANCE.

CAUTION: ROUTES DEPICTED AND ALTITUDES ASSIGNED DO NOT PROVIDE OBSTACLE CLEARANCE PROTECTION. PILOTS ARE RESPONSIBLE FOR SEEING AND AVOIDING TERRAIN AND OBSTACLES. THIS CHART DOES NOT DEPICT COMPLETE OBSTACLE INFORMATION DUE TO THE HIGH CONCENTRATION OF OBJECTS IN THE AREA. OBSTACLES AND OTHER FEATURES SUCH AS POWER TRANSMISSION LINES AND PROMINENT STRUCTURES ARE DEPICTED FOR LANDMARK VALUE ONLY.

DOD USERS ARE REQUIRED TO REFER TO AP-1 "WASHINGTON, D.C., METRO AREA."

NOTE: PILOTS ARE EXPECTED TO MAINTAIN THE MAXIMUM ALTITUDE CHARTED WHEN CEILING PERMITS, UNLESS OTHERWISE INSTRUCTED BY ATC.

ATC AUTHORIZATION TO OPERATE ALONG ROUTES, OR WITHIN ZONES, CONSTITUTES CLEARANCE TO ENTER CLASS B AIRSPACE INCIDENTAL TO THE AUTHORIZED OPERATION, AT ALTITUDES STATED IN THE AUTHORIZATION OR AS DEPICTED FOR THE ROUTE SPECIFIED. NOTIFICATION OF DEPARTING CLASS B AIRSPACE IS PROVIDED THROUGH ATC AUTHORIZATION TO OPERATE ALONG ROUTES, OR WITHIN ZONES, AS DEPICTED.

BALTIMORE-WASHINGTON HELICOPTER

HELICOPTER ROUTE CHART SCALE 1:125,000

Federal Aviation Administration

EFFECTIVE 0901Z **19 MAR 2026**

TO 0901Z **14 MAY 2026**

Consult NOTAMs for latest information

Consult/Subscribe to FAA Safety Alerts and Charting Notices at: http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

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Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

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NSN 7641014140440

NGA REF. NO. HELOXBALTWASVFR

EFF. DATE 26078

Lambert Conformal Conic Projection Standard Parallels 33° and 45°

Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

DESCRIPTION OF ROUTES AND ALTITUDES

ALL ROUTES MAY BE ALTERED AT PILOT'S REQUEST OR AS DIRECTED BY ATC.

RT. 1: AMERICAN LEGION BRIDGE OVER POTOMAC RIVER, EAST OF ROOSEVELT ISLAND TO THE TIDAL BASIN, OVER WASHINGTON CHANNEL TO ANACOSTIA RIVER, NORTHEAST OVER ANACOSTIA RIVER TO RIVERDALE AND THE BALTIMORE WASHINGTON PARKWAY TO GREENBELT.

ALTITUDES: AMERICAN LEGION BRIDGE SHOULD BE AT OR BELOW 1300 FEET MSL, CHAIN BRIDGE SHOULD BE AT OR BELOW 700 FEET MSL, KEY BRIDGE SHOULD BE AT OR BELOW 200 FEET MSL, MEMORIAL BRIDGE SHOULD BE AT OR BELOW 200 FEET MSL NOT ABOVE 200 FEET MSL UNTIL JAMES CREEK MARINA, SHOULD BE AT OR BELOW 300 FEET MSL TO 11TH STREET BRIDGE, SHOULD BE AT OR BELOW 500 FEET MSL TO PENNSYLVANIA AVENUE, SHOULD BE AT OR BELOW 700 FEET MSL FROM PENNSYLVANIA AVENUE TO RIVERDALE. SHOULD BE AT OR BELOW 1300 FEET MSL TO GREENBELT. HELICOPTERS CROSSING POTOMAC RIVER TO FROM THE PENTAGON SHOULD BE AT OR BELOW 200 FEET MSL.

RT. 2: WOODS CORNER VIA BRANCH AVENUE, DIRECT TO MARLOW HEIGHTS, DIRECT TO PENNSYLVANIA AVENUE (PENN) DIRECT TO INTERCEPT RT. 1 AT ANACOSTIA RIVER.

ALTITUDES: WOODS CORNER SHOULD BE AT OR BELOW 1400 FEET MSL. AT PENN BEGIN TO DESCEND, SHOULD BE AT OR BELOW 500 FEET MSL OVER ANACOSTIA RIVER.

RT. 3: CAPITAL BELTWAY (INTERSTATE 495 AND INTERSTATE 95), EXCEPT FROM WAYPOINT VPABC (INTERSECTION OF INTERSTATE 495/95 AND TELEGRAPH ROAD) TO VIRJA WAYPOINT VPXBC (INTERSTATE 495/95 AND ST MARYS ROAD), AND EXCEPT FROM THE NORTHWEST ADW WATER TANK TO VPWBC (ADW WATER TANK, 1.5 NM NORTHWEST OF GREENBELT) FROM WAYPOINTS, TO ADDISON METRO STATION, TO WEST SIDE OF LIGHTNER WAREHOUSE, TURN NORTHEAST ALONG RAILROAD TRACKS TO BELTWAY. LEFT TO CONTINUE ROUTE.

ALTITUDES: SHOULD BE AT OR BELOW 1400 FEET MSL, EXCEPT BETWEEN GREENBELT AND WOODS CORNER SHOULD BE AT OR BELOW 1200 FEET MSL FROM WOODS CORNER TO VPBC SHOULD BE AT OR BELOW 800 FEET MSL.

RT. 5: SPRINGFIELD VIA INTERSTATE 395 (SHIRLEY HIGHWAY) TO AREAM AIR FORCE MEMORIAL, DIRECT PENTAGON.

ALTITUDES: SHOULD BE AT OR BELOW 1400 FEET MSL TO GLEBE ROAD SHOULD BE AT OR BELOW 400 FEET MSL ABEAM AIR FORCE MEMORIAL. DESCEND TO LAND AT THE PENTAGON.

RT. 7: FROM GLEBE ROAD DIRECT TO SKYLINE TOWERS FOLLOW VIRGINIA ROUTE 7 TO TYSONS CORNER, THEN DIRECT TO WASHINGTON DULLES EAST CONTROL POINT ALONG WASHINGTON DULLES ACCESS ROAD TO RESTON INTERNATIONAL CENTER. THEN DIRECT WASHINGTON DULLES EAST CONTROL POINT TO WASHINGTON DULLES TOWER. WHEN WASHINGTON DULLES CONTROL TOWERS, REMAIN NORTH OF RUNWAY 30, THEN SOUTH END OF BEAVERDAM CREEK RESERVOIR, THEN NORTHWEST TO U.S. HIGHWAY ROUTE 15.

ALTITUDES: SHOULD BE AT OR BELOW 1400 FEET MSL TO DULLES EAST CONTROL POINT, THEN SHOULD BE AT OR BELOW 1300 FEET MSL FROM DULLES EAST CONTROL POINT TO THE WASHINGTON DULLES TANK FARM/ROTATING BEACON. THEN AT 2000 FEET MSL FROM WASHINGTON DULLES TANK FARM/ROTATING BEACON AND CROSSING RUNWAY 19R/1L. THEN SHOULD BE AT OR BELOW 1300 MSL TO HIGHWAY ROUTE 15.

RT. 8: WALDORF, MD., VIA ROUTE 5, TO BRANDYWINE ROAD TO JUNKYARD TO JENKINS CORNER TO WOODS CORNER.

ALTITUDES: SHOULD BE AT OR BELOW 1000 FEET MSL UNLESS OTHERWISE AUTHORIZED BY JOINT BASE ANDREWS TOWER.

RT. 9: VIRGINIA HIGHWAY ROUTE 7 BETWEEN RESTON AND LEESBURG, THEN TO U.S. HIGHWAY ROUTE 15 BETWEEN LEESBURG AND HAYMARKET, TO INTERSTATE 66 BETWEEN HAYMARKET AND OAKTON, TO VIRGINIA HIGHWAY ROUTE 674 BETWEEN OAKTON AND RESTON.

ALTITUDES: SHOULD BE AT OR BELOW 1300 FEET MSL, EXCEPT FROM XEROX TO BROAD RUN FROM SW INTERSECTION OF CLASS B AND RTE 9 TO INTERSECTION OF RTE 9 AND RTE 10 SHOULD BE AT OR BELOW 700 FEET MSL.

CATLETT: CATLETT TO BRISTOW ALONG THE NORFOLK AND SOUTHERN RAILROAD.

ALTITUDES: SHOULD BE AT OR BELOW 1300 FEET MSL.

HAYMARKET: HAYMARKET TO GAINESVILLE ALONG THE NORFOLK AND SOUTHERN RAILROAD. GAINESVILLE TO BRISTOW ALONG VIRGINIA HIGHWAY ROUTE 619.

ALTITUDES: SHOULD BE AT OR BELOW 1300 FEET MSL.

RT. 10: EAST SIDE OF VIRGINIA HIGHWAY 28 BETWEEN VIRGINIA HIGHWAY ROUTE 7 AND WASHINGTON DULLES TANK FARM/ROTATING AIRPORT BEACON, THEN DIRECT VIRGINIA HIGHWAY 29 AND VIRGINIA HIGHWAY 28 INTERSECTION, REMAINING ON EAST SIDE OF VIRGINIA HIGHWAY 28, VIRGINIA HIGHWAY 28 AND TOWN OF MANASSAS. THE TOWN OF MANASSAS SOUTH OVER VIRGINIA 28 TO INTERSECT THE NORFOLK AND SOUTHERN RAILROAD, THEN WEST TO TRACKS.

ALTITUDES: SHOULD BE AT OR BELOW 800 FEET MSL BETWEEN BROAD RUN AND INTERSECTION OF AIR AND SPACE MUSEUM PARKWAY THEN SHOULD BE AT OR BELOW 1300 FEET MSL BETWEEN AIR AND SPACE MUSEUM PARKWAY AND MANASSAS.

RT. 11: U.S. HIGHWAY ROUTE 50 BETWEEN INTERSTATE 66 AND CHANTILLY.

ALTITUDES: SHOULD BE AT OR BELOW 1300 FEET MSL.

RT. 12: MARYLAND ROUTE 29 FROM THE CAPITAL BELTWAY (I-495) TO THE INTERSECTION OF MARYLAND ROUTE 29 AND MARYLAND ROUTE 40 (SPEAT WAYPOINT), THEN NORTHEAST DIRECT TO THE INTERSTATE 70 (I-70) BRIDGE (VPEB WAYPOINT) THAT CROSSES THE PATAPSCO RIVER. THEN I-70 TO THE BALTIMORE BELTWAY (I-695). THEN I-695 SOUTHBOUND TO CATONSVILLE (INTERSECTION OF FREDERICK ROAD AND I-695 (WYTE WAYPOINT). THEN EAST TO LOUDON PARK CEMETERY THEN TO BABE RUTH BALL FIELD THEN THROUGH BALTIMORE CITY VIA THE FORT MC HENRY TUNNEL, THEN NORTHEAST.

ALTITUDES: SHOULD BE AT OR BELOW 1000 FEET MSL WEST OF I-695, JOINING I-695, AND EAST SHOULD BE AT OR BELOW 1400 FEET MSL.

RT. 15: FROM THE CHESAPEAKE BAY BRIDGE (U.S. HIGHWAY ROUTE 50/301) ALONG THE WESTERN SHORE OF THE CHESAPEAKE BAY AND PATAPSCO RIVER, TO THE WEST END OF KEY BRIDGE (I-695).

ALTITUDES: SHOULD BE AT OR BELOW 1000 FEET MSL.

RT. 16: (BWI ARRIVAL TRAFFIC ONLY) FROM THE CHESAPEAKE BAY BRIDGE (U.S. HIGHWAY ROUTE 50/301) WEST ALONG THE HIGHWAY TO RITCHIE HIGHWAY (MARYLAND HIGH-WAY ROUTE 2). THEN VIA ROUTE 2 TO PARKING. EXPECT FURTHER INSTRUCTIONS FROM ATC.

ALTITUDES: SHOULD BE AT OR BELOW 1000 FEET MSL.

RT. 17: (BWI ARRIVAL TRAFFIC ONLY) BALTIMORE WASHINGTON PARKWAY FROM THE CAPITAL BELTWAY (I-95/495) TO THE MARYLAND HIGHWAY ROUTE 32 INTERCHANGE. EXPECT FURTHER INSTRUCTIONS FROM ATC.

ALTITUDES: SHOULD BE AT OR BELOW 1000 FEET MSL.

RT. 20: RESTON HOSPITAL DIRECT DULLES TOWN CENTER. DULLES TOWN CENTER DIRECT LOUDOUN CENTER.

ALTITUDES: SHOULD BE AT OR BELOW 1300 FEET MSL BETWEEN RESTON HOSPITAL AND DULLES TOWN CENTER. SHOULD BE AT OR BELOW 700 FEET MSL BETWEEN DULLES TOWN CENTER AND LOUDOUN CENTER.

RT. 21: RESTON INTERNATIONAL CENTER ALONG RESTON PARKWAY (STATE ROUTE 602) TO INTERSECTION VIRGINIA HIGHWAY ROUTE 7 (GRANESVILLE).

ALTITUDES: SHOULD BE AT OR BELOW 1300 FEET MSL.

RT. 23: RESTON INTERNATIONAL CENTER ALONG RESTON PARKWAY (STATE ROUTE 602) WHICH BECOMES WIEHLE AVE TO INTERSECTION WITH WEST OX ROAD (STATE ROAD 608) TO FAIR OAKS MALL.

ALTITUDES: SHOULD BE AT OR BELOW 1300 FEET MSL.

BROAD CREEK TRANSITION ROUTE

FROM VPABC TO VPBBC TO VPCBC TO VPDBC TO VPEBC TO VPFBC.

ALTITUDES: VPABC TO VPBBC SHOULD BE AT OR BELOW 1000 FEET MSL. VPBBC TO VPCBC SHOULD BE AT OR BELOW 800 FEET MSL. VPCBC TO VPFBC SHOULD BE AT OR BELOW 600 FEET MSL.

VPABC	INTERSECTION OF I-495/I-95 & TELEGRAPH ROAD	N38°48'01" W77°04'41"
VPBBC	RED STORAGE UNITS	N38°45'14" W77°05'07"
VPCBC	MOUTH OF BROAD CREEK	N38°44'54" W77°05'41"
VPDBC	INTERSECTION OF 210 & KERBY HILL RD (WEST)/(DAVINGSTON RD (EAST)	N38°46'48" W76°59'50"
VPEBC	BASEBALL FIELD NEAR GOLF COURSE	N38°47'07" W76°58'29"
VPFBC	INTERSECTION OF I-95 & HIGHWAY 414	N38°48'31" W76°58'06"

PILOTS MAY DEVIATE NO FURTHER THAN .25 NM INSIDE THE BROAD CREEK TRANSITION WITH THE EXCEPTION OF FLY BY POINTS VPCBC AND VPBBC WHERE .5 NM IS AUTHORIZED IN THE TURN.

REAGAN WASHINGTON NATIONAL AIRPORT GLEBE TRANSITION ROUTE

ARRIVALS - GLEBE ROAD, EAST OVER SOUTH GLEBE ROAD/FOURMILE RUN TO THE BUS DEPOT THEN DIRECT TO REAGAN WASHINGTON NATIONAL AIRPORT (REMAIN WEST OF ALL RUNWAYS).

ALTITUDES: SOUTH GLEBE ROAD SHOULD BE AT OR BELOW 800 FEET MSL. BUS DEPOT DESCEND TO LAND AS INSTRUCTED BY ATC.

DEPARTURES - DEPART FROM THE PAD. PROCEED TO THE BUS DEPOT (REMAIN WEST OF ALL RUNWAYS) THEN WEST VIA SOUTH GLEBE ROAD/FOURMILE RUN TO GLEBE ROAD.

ALTITUDES: SHOULD BE AT OR BELOW 800 FEET MSL.

PENTAGON ARMY HELIPORT TRANSITION ROUTE

ARRIVAL/DEPARTURE TRAFFIC FLOW WILL NORMALLY CONFORM TO THE TRAFFIC FLOW IN EFFECT AT REAGAN WASHINGTON NATIONAL AIRPORT (NORTH/OR) SOUTH/OPERATIONS) UNLESS OTHERWISE APPROVED BY WASHINGTON TOWER.

DO NOT OVERFLY ARLINGTON NATIONAL CEMETERY, AURORA HILLS, VIRGINIA HIGHLANDS OR APARTMENT BUILDINGS.

DOD USERS CONSULT DOD FLIP FOR PARTICULARS PERTINENT TO OPERATION OF HELICOPTERS TO THE PENTAGON ARMY HELIPORT AND ON THIS SPECIAL HELICOPTER ROUTE CONNECTING WITH THE PENTAGON AHP TRANSITION ROUTE.

ALL AIRCRAFT ARRIVING/DEPARTING OR TRANSITING THE SOUTH ARLINGTON AREA SHALL NOT OVERFLY ARLINGTON NATIONAL CEMETERY, AURORA HILLS, VIRGINIA HIGHLANDS, FAIRLINGTON, SHIRLINGTON, CLAREMONT, OR APARTMENT BUILDINGS.

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CAUTION: ROUTES DEPICTED AND ALTITUDES ASSIGNED DO NOT PROVIDE OBSTACLE CLEARANCE PROTECTION. PILOTS ARE RESPONSIBLE FOR SEEING AND AVOIDING TERRAIN AND OBSTACLES. THIS CHART DOES NOT DEPICT COMPLETE OBSTACLE INFORMATION DUE TO THE HIGH CONCENTRATION OF OBJECTS IN THE AREA. OBSTACLES AND OTHER FEATURES SUCH AS POWER TRANSMISSION LINES AND PROMINENT STRUCTURES ARE DEPICTED FOR LANDMARK VALUE ONLY.

For weather camera information visit https://weathercams.faa.gov

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS OF FEET, and are based on the highest known data. Information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 125

MILITARY TRAINING ROUTES (MTRs)

Alt IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted. Route width varies from 4 to 16 miles.

DoD users refer to Area Planning AR/15 Military Training Routes North and South America for current routes.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines ——— and railroads ———. Check NOTAMs and see AIM for details.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: ▲ POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

WASHINGTON
LEESBURG
GAITHERSBURG
ROCKVILLE
BETHESDA
SILVER SPRING
KENSINGTON
WHEATON
POTOMAC
RESTON
HERNDON
CHANTILLY
CENTREVILLE
FAIR OAKS
FAIRFAX
OAKTON
VIENNA
TYSONS CORNER
FALLS CHURCH
ANNANDALE
SPRINGFIELD
ALEXANDRIA
MANASSAS
BRISTOW
GAINESVILLE
HAYMARKET
WOODBRIDGE
DALE CITY
LORTON
ARLINGTON
CLARENDON
ROSSLYN
GEORGETOWN
CAPITOL HILL
NATIONAL MALL
ANACOSTIA
ANNAPOLIS
BOWIE
LAUREL
COLLEGE PARK
GREENBELT
SEVERNA PARK
GLEN BURNIE
ODENTON
CROFTON
ARNOLD
EDGEWATER
PASADENA
BALTIMORE
CATONSVILLE
TOWSON
PARKVILLE
DUNDALK
ESSEX
SANDY POINT STATE PARK
CHESAPEAKE BAY
POTOMAC RIVER
ANACOSTIA RIVER
PATUXENT RIVER
SEVERN RIVER
SOUTH RIVER
WARNING AREA
PROHIBITED AREA
FLIGHT RESTRICTED ZONE
ATC Communication Required All Altitudes Prior to Entry
Leesburg Manoeuvring Area Subject to Rotary or Class B Flow Restrictions (chart bordet)
CTC POTOMAC APP ON 126.1 OR 338.05
SFRA WEST 127.325 236.775
SFRA SOUTH 125.125 291.775
CTC POTOMAC APP ON 120.45 OR 306.925
ATC Communication Required All Altitudes Prior to Entry
Washington DC Metropolitan Area Special Flight Rules Area/Flight Restricted Zone (DC SFRA & DC FRZ) (See description in chart border)
CTC POTOMAC APP ON 124.55 OR 317.425
HELICOPTERS CTC POTOMAC APP ON 124.6 OR 282.275
SFRA EAST 132.775 350.325
SFRA SOUTH 125.125 291.775
WESTBOUND CONTACT ANDREWS TOWER ON 118.4 OR 349.0
CTC POTOMAC APP ON 119.05 OR 239.25
CTC POTOMAC APP ON 126.2 OR 360.8
CTC POTOMAC APP ON 119.7 OR 290.475
ATC Communication Required All Altitudes Prior to Entry
ALTITUDE CHANGES FOR THIS CHART ARE PREDICATED ON A 500' RATE OF CLIMB/DESCENT
DEMO 1-2-3 MOAS
R-6608 A
DEMO 2 MOA
R-6608 B
R-6608 C
Washington DC Metropolitan Area Special Flight Rules Area/Flight Restricted Zone (See description in chart borders)
Operations outside of police zones are restricted only on established routes or transition areas within this DCA surface area
Caution due to extensive VFR helicopter operations
Caution due to extensive VFR helicopter operations
Transition between Police Zones are for those depicted altitudes
Caution due to extensive VFR helicopter operations
Caution due to extensive VFR helicopter operations
Caution due to extensive VFR helicopter operations

BALTIMORE

DESCRIPTION OF ROUTES AND ALTITUDES

ALL ROUTES MAY BE ALTERED AT PILOT'S REQUEST OR AS DIRECTED BY ATC.

RT. 12: MARYLAND ROUTE 29 FROM THE CAPITAL BELTWAY (I-495) TO THE INTERSECTION OF MARYLAND ROUTE 29 AND MARYLAND ROUTE 40 (VPEAT WAYPOINT). THEN NORTHEAST DIRECT TO THE INTERSTATE 70 (I-70) BRIDGE (VPREB WAYPOINT) THAT CROSSES THE PATAPSCO RIVER. THEN I-70 TO THE BALTIMORE BELTWAY (I-695). THEN I-695 SOUTHBOUND TO CATONSVILLE INTERSECTION OF FREDERICK ROAD AND I-695 (VPEYE WAYPOINT). THEN EAST TO LOUDON PARK CEMETERY THEN TO BABE RUTH BALL FIELD THEN THROUGH BALTIMORE CITY VIA THE FORT MC HENRY TUNNEL, THEN NORTHEAST.

ALTITUDES: SHOULD BE AT OR BELOW 1000 FEET MSL WEST OF I-695, JOINING I-695, AND EAST OF I-695 SHOULD BE AT OR BELOW 1400 FEET MSL.

RT. 13: BALTIMORE BELTWAY (I-695) FROM INTERSECTION WITH I-795 SOUTHBOUND AND COUNTERCLOCKWISE TO THE I-95 INTERSECTION NORTHEAST OF BALTIMORE CITY.

ALTITUDES: SHOULD BE AT OR BELOW 1400 FEET MSL FROM SOCIAL SECURITY TO WILKENS AVENUE. SHOULD BE AT OR BELOW 1000 FEET MSL FROM WILKENS AVENUE TO I-95 NORTHEAST OF BALTIMORE CITY.

RT. 14: JONES FALLS EXPRESSWAY (I-83) FROM THE INTERSECTION WITH I-695 NORTH OF BALTIMORE CITY, SOUTH TO THE EXPRESSWAY TERMINATION, THENCE DIRECT TO INNER HARBOR, DIRECT TO I-95 (NORTHEAST) ROUTE 12).

ALTITUDES: SHOULD BE AT OR BELOW 1400 FEET MSL FROM I-695 TO NORTH AVENUE. SHOULD BE AT OR BELOW 1000 FEET MSL FROM NORTH AVENUE TO I-95.

RT. 15: FROM THE CHESAPEAKE BAY BRIDGE (U.S. HIGHWAY ROUTE 50/301) ALONG THE WESTERN SHORE OF THE CHESAPEAKE BAY AND PATAPSCO RIVER, TO THE WEST END OF KEY BRIDGE (I-895).

ALTITUDES: SHOULD BE AT OR BELOW 1000 FEET MSL.

RT. 16: (BWI ARRIVAL TRAFFIC ONLY) FROM THE CHESAPEAKE BAY BRIDGE (U.S. HIGHWAY ROUTE 50/301) WEST ALONG THE HIGHWAY TO BITCHIE HIGHWAY (MARYLAND HIGH-WAY ROUTE 2). THEN VIA ROUTE 2 TO PASADENA. EXPECT FURTHER INSTRUCTIONS FROM ATC.

ALTITUDES: SHOULD BE AT OR BELOW 1000 FEET MSL.

RT. 17: (BWI ARRIVAL TRAFFIC ONLY) BALTIMORE WASHINGTON PARKWAY FROM THE CAPITAL BELTWAY (I-95/495) TO THE MARYLAND HIGHWAY ROUTE 32 INTERCHANGE. EXPECT FURTHER INSTRUCTIONS FROM ATC.

ALTITUDES: SHOULD BE AT OR BELOW 1000 FEET MSL.

RT. 18: (BWI ARRIVAL TRAFFIC ONLY) FROM THE INTERSECTION OF I-95 AND THE BALTIMORE WASHINGTON PARKWAY, VIA THE PARKWAY SOUTH TO THE I-695 INTERSECTION. EXPECT FURTHER INSTRUCTIONS FROM ATC. DO NOT OVERFLY SCHOOL BUILDING 1 MILE NORTH OF BWI.

ALTITUDES: SHOULD BE AT OR BELOW 1000 FEET MSL.

RT. 1: GREENBELT VIA BALTIMORE WASHINGTON PARKWAY TO RIVERDALE.

ALTITUDES: SHOULD BE AT OR BELOW 1000 FEET MSL.
(FOR COMPLETE DESCRIPTION OF ROUTE AND ALTITUDES, SEE REVERSE SIDE OF CHART).

RT. 3: CAPITAL BELTWAY (INTERSTATE 495 AND INTERSTATE 95).

ALTITUDES: SHOULD BE AT OR BELOW 1400 FEET MSL NORTHWEST OF GREENBELT. SHOULD BE AT OR BELOW 1000 FEET MSL SOUTHEAST OF GREENBELT.
(FOR COMPLETE DESCRIPTION OF ROUTE AND ALTITUDES, SEE REVERSE SIDE OF CHART).

ATC AUTHORIZATION TO OPERATE ALONG ROUTES, OR WITHIN ZONES, CONSTITUTES CLEARANCE TO ENTER CLASS B AIRSPACE INCIDENTAL TO THE AUTHORIZED OPERATION, AT ALTITUDES STATED IN THE AUTHORIZATION OR AS DEPICTED FOR THE ROUTE SPECIFIED. NOTIFICATION OF DEPARTING CLASS B AIRSPACE IS PROVIDED THROUGH ATC AUTHORIZATION TO OPERATE ALONG ROUTES, OR WITHIN ZONES, AS DEPICTED.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES - All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flaims are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

Class G Airspace within the United States extends up to, but not including, 14,500 feet MSL and above this altitude to 18,000 feet MSL is Class E airspace. Overlying the airspace less than 1500 feet above the terrain and certain special use airspace areas.

FOR PROCUREMENT: For digital products, visit http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/ For a list of approved FAA Print Providers, visit our website at: http://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

NOTICE
Special clearance required within 60 NM of DCA/VOR-DME. See description in chart border.

CTC POTOMAC APP ON 119.0 OR 282.275

SPECIAL NOTICE
Pilots over-flying Washington Metroplex Martin ATC, 121.3 for transition through Class D Airspace

ATC Communication Required All Altitudes Prior to Entry

CTC POTOMAC APP ON 128.7 OR 307.6

INSIDE SHADED WITHIN 15 NM OF BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL, WASHINGTON DULLES INTL, REAGAN WASHINGTON NATIONAL, JOINT BASE ANDREWS AIRPORTS (SAN FAR 93/49/72/89/91)

Washington DC Metropolitan Area Special Flight Rules Area/ Flight Restricted Zone restrictions are in effect. Special regulations apply to all aircraft operations from the surface to but not including Flight Level 180 in the Washington DC Metropolitan Area. Pilots should contact Flight Service for NOTAM information prior to flight in the Washington DC Metropolitan Area.

EXTENSIVE POLICE AND MEDIVAC OPERATIONS INSIDE OF THE BALTIMORE BELTWAY (I-695). PILOTS ARE REQUESTED TO SELF ANNOUNCE (CTC 123.025) WHEN OVERFLYING THE CITY OR OPERATING ON THE HELICOPTER ROUTE STRUCTURE OUTSIDE OF THE CLASS B AIRSPACE.

ALL HELICOPTER TRAFFIC SHOULD REMAIN TO THE EAST SIDE OF ROUTE 13 (WITHIN VICINITY).

ALL HELICOPTER TRAFFIC SHOULD REMAIN TO THE EAST SIDE OF ROUTE 13 (WITHIN VICINITY).

ALL TRAFFIC FLYING ROUTES 12 & 13 CAN EXPECT HEAVY HELICOPTER TRAFFIC DURING ALL TWO-DAY TRIAL EVENTS.

Use caution due to extensive low level helicopter operations.

Use caution due to extensive low level helicopter operations.

CAUTION: ROUTES DEPICTED AND ALTITUDES ASSIGNED DO NOT PROVIDE OBSTACLE CLEARANCE PROTECTION. PILOTS ARE RESPONSIBLE FOR SEEING AND AVOIDING TERRAIN AND OBSTACLES. THIS CHART DOES NOT DEPICT COMPLETE OBSTACLE INFORMATION DUE TO THE HIGH CONCENTRATION OF OBJECTS IN THE AREA. OBSTACLES AND OTHER FEATURES SUCH AS POWER TRANSMISSION LINES AND PROMINENT STRUCTURES ARE DEPICTED FOR LANDMARK VALUE ONLY.

ALL ROUTES ARE RECOMMENDED ROUTES WHICH PILOTS MAY EXPECT TO RECEIVE WHEN AUTHORIZED TO OPERATE IN THE CLASS B AIRSPACE. UNLESS OTHERWISE INDICATED, ALTITUDES WILL BE ASSIGNED WHEN CONTACTING ATC TRAFFIC CONTROL. HELICOPTER ROUTE AND ALTITUDE ASSIGNMENTS DO NOT RELIEVE FROM THEIR DUTY TO COMPLY WITH FAR 91.119 AND 135.200(b). PILOTS ARE EXPECTED TO REQUEST AN ALTERNATE CLEARANCE IF NECESSARY FOR COMPLIANCE.

ATC Communication Required All Altitudes Prior to Entry

Washington DC Metropolitan Area Special Flight Rules Area/ Flight Restricted Zone. (DC-SFRA & DC-FRZ) (See description in Chart Border)

CTC POTOMAC APP ON 119.7 OR 290.475

HELICOPTER CTC POTOMAC APP ON 119.0 OR 282.275

SFRA SOUTH 125.1 291.775
Call FAASafety for SFRA/FRZ procedural training and advisories.

SFRA EAST 132.775 340.325
Call FAASafety for SFRA/FRZ procedural training and advisories.

SFRA SOUTH 125.1 291.775
Call FAASafety for SFRA/FRZ procedural training and advisories.

SFRA EAST 132.775 340.325
Call FAASafety for SFRA/FRZ procedural training and advisories.

Operations outside of police zones are authorized only on established routes or transition areas within the DCA surface area.

Transition between Police Zones at or below depicted altitudes

CAUTION
HEAVY VFR TRAFFIC BELOW 2500' MSL, ANTICOLLISION, POSITION/NAVIGATION AND/OR LIGHTING LIGHTS SHOULD BE ON

Operations outside of police zones are authorized only on established routes or transition areas within the DCA surface area.

CAUTION
HEAVY VFR TRAFFIC BELOW 3000' MSL, ANTICOLLISION, POSITION/NAVIGATION AND/OR LANDING LIGHTS SHOULD BE ON

CAUTION: ROUTES DEPICTED AND ALTITUDES ASSIGNED DO NOT PROVIDE OBSTACLE CLEARANCE PROTECTION. PILOTS ARE RESPONSIBLE FOR SEEING AND AVOIDING TERRAIN AND OBSTACLES. THIS CHART DOES NOT DEPICT COMPLETE OBSTACLE INFORMATION DUE TO THE HIGH CONCENTRATION OF OBJECTS IN THE AREA. OBSTACLES AND OTHER FEATURES SUCH AS POWER TRANSMISSION LINES AND PROMINENT STRUCTURES ARE DEPICTED FOR LANDMARK VALUE ONLY.

ALL ROUTES ARE RECOMMENDED ROUTES WHICH PILOTS MAY EXPECT TO RECEIVE WHEN AUTHORIZED TO OPERATE IN THE CLASS B AIRSPACE. UNLESS OTHERWISE INDICATED, ALTITUDES WILL BE ASSIGNED WHEN CONTACTING ATC TRAFFIC CONTROL. HELICOPTER ROUTE AND ALTITUDE ASSIGNMENTS DO NOT RELIEVE FROM THEIR DUTY TO COMPLY WITH FAR 91.119 AND 135.200(b). PILOTS ARE EXPECTED TO REQUEST AN ALTERNATE CLEARANCE IF NECESSARY FOR COMPLIANCE.

Class D excluded when ceiling is 4,800 A & B on an active

CLASS B EXCLUDED WHEN 10,400 A, B, C ARE ACTIVE

See NOTAMs/Supplement for Class D off hrs

Class D excluded when ceiling is 4,800 A & B on an active

CLASS B EXCLUDED WHEN 10,400 A, B, C ARE ACTIVE

See NOTAMs/Supplement for Class D off hrs

WARNING AVOID PROHIBITED AREA

WARNING AVOID PROHIBITED AREA

CAUTION
Numerous TV towers to 2000' AGL and Power line Traffic See SUPPLEMENT

CAUTION
Numerous TV towers to 2000' AGL and Power line Traffic See SUPPLEMENT

CAUTION
Helicopter traffic to 1500' AGL See SUPPLEMENT

CAUTION
Helicopter traffic to 1500' AGL See SUPPLEMENT

Washington DC Metropolitan Area

The DC SFRA is that area of airspace over the surface of the earth where the ready identification, location, and control of aircraft is required in the interests of national security. Unless authorized by ATC, no aircraft may operate at the surface to but not including FL180, within a 30 NM radius of 38°51'.34"N, 77°02'11" W or the DCA VOR-DME.

The Washington DC Metropolitan Area Flight Restricted Zone (DC FRZ) is that airspace within the lateral limits of the DC SFRA and within the DCA VOR-DME 21°/ radial at 15 NM 38°59'31"N, 77°11'39"W, thence clockwise along the DCA 15 NM arc to the DCA 052° radial at 15 NM 39°06'29"N, 077°04'32"W, thence southeast via a line drawn to the DCA 094° radial at 14 NM 39°02'16"N, 76°50'38"W, thence south via a line drawn to the DCA 064° radial at 13 NM 38°59'31"N, 76°46'32"W, thence clockwise along the 13 NM arc to the DCA 076° radial at 13 NM 38°50'57"N, 77°19'48"W, thence north to the point of beginning. Unless authorized by ATC or the Secret Service Operations Center (WIMB) Mitchellville, MD, from the surface up to but not including FL180. The DC FRZ is within and part of the Washington DC Metropolitan Area SFRA.

The Leesburg Manoeuvering Area is the area defined as within the DC SFRA and is the airspace around the Leesburg Executive Airport (JYO) from the surface to but not including 3,500 MSL within a 5 NM radius of the Class B airspace, bounded by a line beginning at the Washington DCA VOR/DME 310° radial at 5 NM 39°08'.00"N, 77°14'.00"W, thence clockwise along the DCA 30 NM arc to the 307°/ 47°N, 77°39'.00"W or the Armel ANL VOR-DME radial at 18.6 NM, thence south via a line drawn to the 39°50'.03"N, 77°39'.75"W or the ANL VOR-DME 358° radial at 7 NM, thence counterclockwise along the ANL 7 NM arc to the ANL 351° radial at 7 NM 39°03'.37"N, 77°30'.25.8"W, thence west via a line drawn to the point of beginning.

Pursuant to 49 USC 40103(b), the Federal Aviation Administration (FAA) classifies the Washington DC Metropolitan SFRA/FRZ as "National Defense Airspace". Pilots who do not adhere to the following procedures may be intercepted, detained and interviewed by law enforcement/security personnel. Any of the following violations may be subject to a civil penalty: failure to comply with any part of the requirements or any special instructions or procedures announced in this NOTAM:

At The FAA may take administrative action, including imposing civil penalties and suspending or revoking pilot certificates, and/or

B) The United States Government may pursue criminal charges, including charges under Title 49 of the United States Code, Section 46307; or

C) The United States Government may use deadly force against an airborne aircraft, if it is determined that the aircraft poses an imminent security threat.

All VFR aircraft operations within the airspace between the 30 NM radius and 18 NM radius of the DCA VOR/DME, and at or below an altitude of 2,500 MSL and all operations at or below 1,500 MSL, are restricted to an indicated airspeed of 230 knots or less, if capable. If unable the pilot must contact the appropriate ATC facility and advise them of the aircraft's operational limitations prior to entering the 60 NM radius of the Washington DCA VOR-DME.

Special Awareness Training for the Washington, DC Metropolitan Area 14 CFR Part 91, Section 91.161 requires any pilot who flies under VFR within a 60 nautical mile radius of DCA VOR/DME to complete the Washington DC Special Flight Rules Area (SFRA)" training. This training has been developed and provided by the FAA on its www.FAASafety.gov website. See NOTAMs.

SPECIAL FLIGHT RULES AREA (SFRA)

SECTOR BOUNDARY

REPORTING POINTS GEOGRAPHIC COORDINATES

REPORTING POINT	LATITUDE	LONGITUDE
Air & Space	38°54.89'N	77°25.58'W
Air Force Memorial	38°51.88'N	77°03.83'W
Aldie	39°00.35'N	77°36.88'W
AT & T	38°57.26'N	77°13.32'W
Bends	38°40.43'N	77°37.17'W
Bolling	38°50.94'N	77°01.03'W
Bristow	38°43.38'N	77°32.30'W
Broad Run	39°02.53'N	77°25.73'W
Cabin John	38°58.08'N	77°09.47'W
Catlett	38°39.03'N	77°38.16'W
Centreville	38°50.32'N	77°25.80'W
Chantilly	38°53.53'N	77°25.63'W
Dranesville	38°59.67'N	77°20.19'W
Dulles East Control Point	38°56.23'N	77°18.55'W
Fair Oaks Mall	38°51.70'N	77°20.85'W
Fort McHenry Tunnel	39°15.82'N	76°34.37'W
Fort Smallwood	39°09.95'N	76°28.73'W
Gainesville	38°47.63'N	77°36.72'W
Glebe Road	38°50.78'N	77°04.77'W
Greenbelt	38°59.48'N	76°53.17'W
Hains Point	38°51.40'N	77°01.35'W
Haymarket	38°49.60'N	77°38.27'W
Hospital	38°48.29'N	76°54.05'W
Jenkins Corner	38°47.19'N	76°58.20'W
Junction	39°06.90'N	76°46.70'W
Junkyard	38°43.70'N	76°53.75'W
Key Bridge(Closed)	39°13.35'N	76°37.29'W
Laurel	39°07.77'N	76°51.75'W
Leesburg	39°05.97'N	77°33.06'W
Linthicum	39°13.13'N	76°39.52'W
Manassas	38°46.77'N	77°28.87'W
Marlow Heights	38°49.95'N	76°56.26'W
Memorial Bridge	38°53.20'N	77°03.30'W
North Avenue	38°18.65'N	76°37.25'W
Oakton	38°53.12'N	77°16.55'W
Pasadena	39°05.28'N	76°33.43'W
Penn	38°52.10'N	76°57.57'W
Reston	38°58.53'N	77°19.07'W
Riverdale	38°55.07'N	76°56.55'W
S. Capitol Street Bridge	38°52.10'N	77°00.22'W
Social Security	39°18.35'N	76°44.63'W
Springfield	38°47.45'N	77°10.52'W
Sudley	38°48.07'N	77°31.20'W
Tracks	38°44.90'N	77°29.20'W
Tysons Corner	38°54.62'N	77°13.06'W
Waldorf	38°37.57'N	76°54.65'W
Warehouse	38°55.77'N	76°53.57'W
Water Tower	38°49.33'N	76°53.10'W
Wilson Bridge	38°47.50'N	77°01.80'W
Woods Corner	38°49.17'N	76°55.17'W
Xerox	39°04.87'N	77°28.72'W

Medical Centers

Medical Facilities	Latitude	Longitude
Anne Arundel Medical Center	38°59.44'N	76°32.05'W
Baltimore Washington Medical Center	39°08.20'N	76°37.19'W
Bowie	38°56.97'N	76°46.29'W
Cedar Hill Rgnl Medical Center	38°51.04'N	76°59.42'W
Children's Hospital	38°55.66'N	77°05.87'W
Doctors Community	38°58.67'N	76°51.65'W
Fort Belvoir Community Hospital	38°42.40'N	77°08.70'W
Fort Washington Medical Center	38°43.67'N	76°59.53'W
Harbor-Baltimore	39°14.99'N	76°36.74'W
Holy Cross	39°00.80'N	77°01.70'W
Howard County General Hospital	39°12.89'N	76°50.24'W
Inova Alexandria Hospital	38°49.34'N	77°06.26'W
Inova Commonwealth	38°50.23'N	77°18.67'W
Inova Fairfax Hospital	38°51.42'N	77°13.58'W
Inova Fair Oaks Hospital	38°53.07'N	77°23.72'W
Johns Hopkins Hospital	39°17.84'N	76°35.60'W
Johns Hopkins Bayview Medical Center	39°17.48'N	76°30.78'W
Johns Hopkins Hospital Critical Care Tower	39°17.76'N	76°35.52'W
Laurel Medical Center	39°05.09'N	76°52.58'W
Loudoun Center	39°04.46'N	77°28.75'W
Medstar Georgetown Univ Hosp Helistop	38°54.63'N	77°04.66'W
Medstar Montgomery Medical Center	39°09.28'N	77°03.30'W
Mount Vernon Hospital (Helo-unusable)	38°54.42'N	77°04.57'W
National Institutes of Health	39°00.18'N	77°05.99'W
Prince Georges Hospital Center	38°55.83'N	76°55.23'W
Reston Hospital Center	38°57.76'N	77°21.83'W
St Agnes Health Care	39°16.23'N	76°40.43'W
St Joseph Hospital	39°23.31'N	76°36.65'W
Shady Grove Adventist Hospital	39°05.90'N	77°11.96'W
Sibley Mem! Hospital	38°56.22'N	77°06.53'W
Sinai ®	39°21.12'N	76°41.70'W
Southern MD Hospital Center	38°44.88'N	76°52.61'W
Stonesprings	39°00.43'N	77°29.47'W
Suburban	38°59.84'N	77°06.60'W
UM Capital Region Medical Center	38°54.07'N	76°55.40'W
Union Memi Hospital	39°19.74'N	76°36.88'W
University of Maryland Shock Trauma Center	39°17.28'N	76°37.55'W
UVA Health/Haymarket Medical Center	38°49.20'N	77°38.48'W
UVA Health/Prince William Medical Center	38°45.96'N	77°29.28'W
Virginia Center	38°53.30'N	77°07.83'W
Walter Reed Nd Medical Center	38°59.98'N	77°05.98'W
WHC	38°55.73'N	76°51.00'W
Wrtbck	39°03.04'N	76°57.31'W

*Geographic Coordinates Unverified

NOTE: Pilots needing assistance with hospital locations or other hospital information may contact the Washington Hospital Center "MedSTAR" communication center or the Children's Hospital communications center on 123.03. Children's Hospital can also be reached on 1-800-884-5433. Each hospital center is a back up for the other.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management, U.S. Forest Service, or other federal agencies within these areas, except in accordance with authorized permission from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government. Federal Aviation Regulations (FAR) Part 91.703 prohibits operations in the airspace over designated National Parks, Monuments, Seashores, Lakeshores, Recreation Areas, Scenic Riverways, Wildlife Refuges, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the Agencies. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley. No person may operate an aircraft below the altitudes prescribed in the regulations over designated areas or on lands administered by the four agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of Agency Areas

BROAD CREEK TRANSITION ROUTE

FROM VPABC TO VPBBC TO VPCBC TO VPDBC TO VPEBC TO VPFBC.

ALTITUDES: VPABC TO VPBBC SHOULD BE AT OR BELOW 1000 FEET MSL. VPBBC TO VPCBC SHOULD BE AT OR BELOW 800 FEET MSL. VPCBC TO VPDBC SHOULD BE AT OR BELOW 600 FEET MSL.

VPABC	INTERSECTION OF I-495/I-95 & TELEGRAPH ROAD	N38°48'01" W77°04'.41"
VPBBC	RED STORAGE UNITS	N38°45'.14" W77°05'.07"
VPCBC	MOUTH OF BROAD CREEK	N38°44'.54" W77°00'.61"
VPDBC	INTERSECTION OF 210 & KERBY HILL RD	N38°46'.48" W76°59'.50"
(WEST)/(VIRGINIA SIDE) (EAST)		
VPEBC	BASEBALL FIELD NEAR GOLF COURSE	N38°47'.07" W76°58'.29"
VPFBC	INTERSECTION OF I-95 & HIGHWAY 414	N38°48'.31" W76°58'.06"

PILOTS MAY DEVIATE NO FURTHER THAN .25 NM INSIDE THE BROAD CREEK TRANSITION WITH THE EXCEPTION OF FLY BY POINTS VPCBC AND VPDBC WHERE .5 NM IS AUTHORIZED IN THE TURN.

PENTAGON ARMY HELIPORT TRANSITION ROUTE

ARRIVAL/DEPARTURE TRAFFIC FLOW WILL NORMALLY CONFORM TO THE TRAFFIC FLOW IN EFFECT AT REAGAN WASHINGTON NATIONAL AIRPORT (NORTH/SOUTH OPERATIONS) UNLESS OTHERWISE APPROVED BY WASHINGTON TOWER.

DO NOT OVERFLY ARLINGTON NATIONAL CEMETERY, AURORA HILLS, VIRGINIA HIGHLANDS OR APARTMENT BUILDINGS.

DOD USERS CONSULT DOD FLIP FOR PARTICULARS PERTINENT TO OPERATION OF HELICOPTERS TO THE PENTAGON ARMY HELIPORT AND ON THIS SPECIAL HELICOPTER ROUTE CONNECTING WITH THE PENTAGON AMP TRANSITION ROUTE.

REAGAN WASHINGTON NATIONAL AIRPORT GLEBE TRANSITION ROUTE

ARRIVALS - GLEBE ROAD, EAST ON GLEBE ROAD/FOURMILE RUN TO THE BUS DEPOT THEN DIRECT TO REAGAN WASHINGTON NATIONAL AIRPORT (REMAIN WEST OF ALL RUNWAYS).

ALTITUDES: SOUTH GLEBE ROAD SHOULD BE AT OR BELOW 800 FEET MSL. BUS DEPOT DESCEND TO LAND AS INSTRUCTED BY ATC.

DEPARTURES - DEPART FROM THE PAD, PROCEED TO THE BUS DEPOT (REMAIN WEST OF ALL RUNWAYS) THEN WEST VIA SOUTH GLEBE ROAD/FOURMILE RUN TO GLEBE ROAD.

ALTITUDES: SHOULD BE AT OR BELOW 800 FEET MSL.

OPERATIONS OUTSIDE OF POLICE ZONES ARE AUTHORIZED ONLY ON ESTABLISHED ROUTES OR TRANSITION AREAS WITHIN THE DCA SURFACE AREA.

ALL AIRCRAFT ARRIVING/DEPARTING OR TRANSITING THE SOUTH ARLINGTON AREA SHALL NOT OVERFLY ARLINGTON NATIONAL CEMETERY, AURORA HILLS, VIRGINIA HIGHLANDS, FAIRLINGTON, SHIRLINGTON, CLAREMONT, OR APARTMENT BUILDINGS.

EXAMPLES OF CLASS B ALTITUDES

70 --- Ceiling in hundreds of feet MSL
30 --- Floor in hundreds of feet MSL

ALL ROUTES ARE RECOMMENDED ROUTES WHICH PILOTS MAY EXPECT TO RECEIVE WHEN AUTHORIZED TO OPERATE IN THE CLASS B AIRSPACE. UNLESS OTHERWISE INDICATED, ALTITUDES WILL BE ASSIGNED WHEN CONTACTING ATC TRAFFIC CONTROL. HELICOPTER ROUTE AND ALTITUDE ASSIGNMENTS DO NOT RELIEVE FROM THEIR DUTY TO COMPLY WITH FAR 91.119 AND 135.200(b). PILOTS ARE EXPECTED TO REQUEST AN ALTERNATE CLEARANCE IF NECESSARY FOR COMPLIANCE.

NOTE: PILOTS ARE EXPECTED TO MAINTAIN THE MAXIMUM ALTITUDE CHARTED WHEN CEILING PERMITS, UNLESS OTHERWISE INSTRUCTED BY ATC.

ATTENTION
THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF).
The Maximum Elevation Figures shown in quadrangles bounded by ticked lines are based upon the highest known elevation in each area in HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennae, etc.)

Example: 12,500 feet 125

CONTROL TOWER FREQUENCIES ON BALTIMORE HELICOPTER ROUTE CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.
Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.
"NON-RW" indicates Monday through Friday.
O/T indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS
BALTIMORE WASHINGTON INTL THURGOOD MARSHALL	0600-2200	119.4 257.8	121.9	115.1 127.8
MARTIN STATE	0600-2200	121.3 354.425	121.8 233.4	124.925

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
WASHINGTON TRI-AREA CLASS B	BALTIMORE 119.0; 282.375 (000°-190°) 134.55 (191°-359°) 340.425 (000°-190°) 128.7 307.6 (191°-359°) DULLES 128.525 306.925 (091°-360°) 135.1 (000°-090°) 124.1 248.25 (091°-360°) REAGAN 124.2 360.8 (0) NATIONAL 119.85 259.35 (ALL)	CONTINUOUS

SPECIAL USE AIRSPACE ON BALTIMORE HELICOPTER ROUTE CHART

Unless otherwise noted altitudes are from the surface to, but not including, "FL" or altitudes nearer "To and including." FL = Flight Level
MHz = Megahertz. Ref to ground communications. Contact Flight Service for information.

T Other times by NOTAM
Ref to Washington DC Metropolitan Area Airspace FAA and DoD NOTAM systems. Use of this term in all DoD NOTAMs supersedes the DoD NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-4001 A	(1) UNLIMITED (2) 17,000 HIGHER ALTITUDES BY NOTAM 24 HRS IN ADVANCE	(1) 0700-2400 (2) 0000-0700	WASHINGTON CTR	134.5 360.7
R-4001 B	TO 10,000 HIGHER ALTITUDES BY NOTAM 24 HRS IN ADVANCE	INTERMITTENT BY NOTAM 24 HRS IN ADVANCE	WASHINGTON CTR	134.5 360.7
R-4001 C	TO 10,000	CONTINUOUS	POTOMAC TRACON	

CAUTION: ROUTES DEPICTED AND ALTITUDES ASSIGNED DO NOT PROVIDE OBSTACLE CLEARANCE PROTECTION. PILOTS ARE RESPONSIBLE FOR SEEING AND AVOIDING TERRAIN AND OBSTACLES. THIS CHART DOES NOT DEPICT COMPLETE OBSTACLE INFORMATION DUE TO THE HIGH CONCENTRATION OF OBJECTS IN THE AREA. OBSTACLES AND OTHER FEATURES SUCH AS POWER TRANSMISSION LINES AND PROMINENT STRUCTURES ARE DEPICTED FOR LANDMARK VALUE ONLY.

REPORTING CHART ERRORS—
You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our Web site at http://www.faa.gov/air_traffic/flight_info/aeronav/ or by contacting us via toll free number at 1-800-638-8972 or mail https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

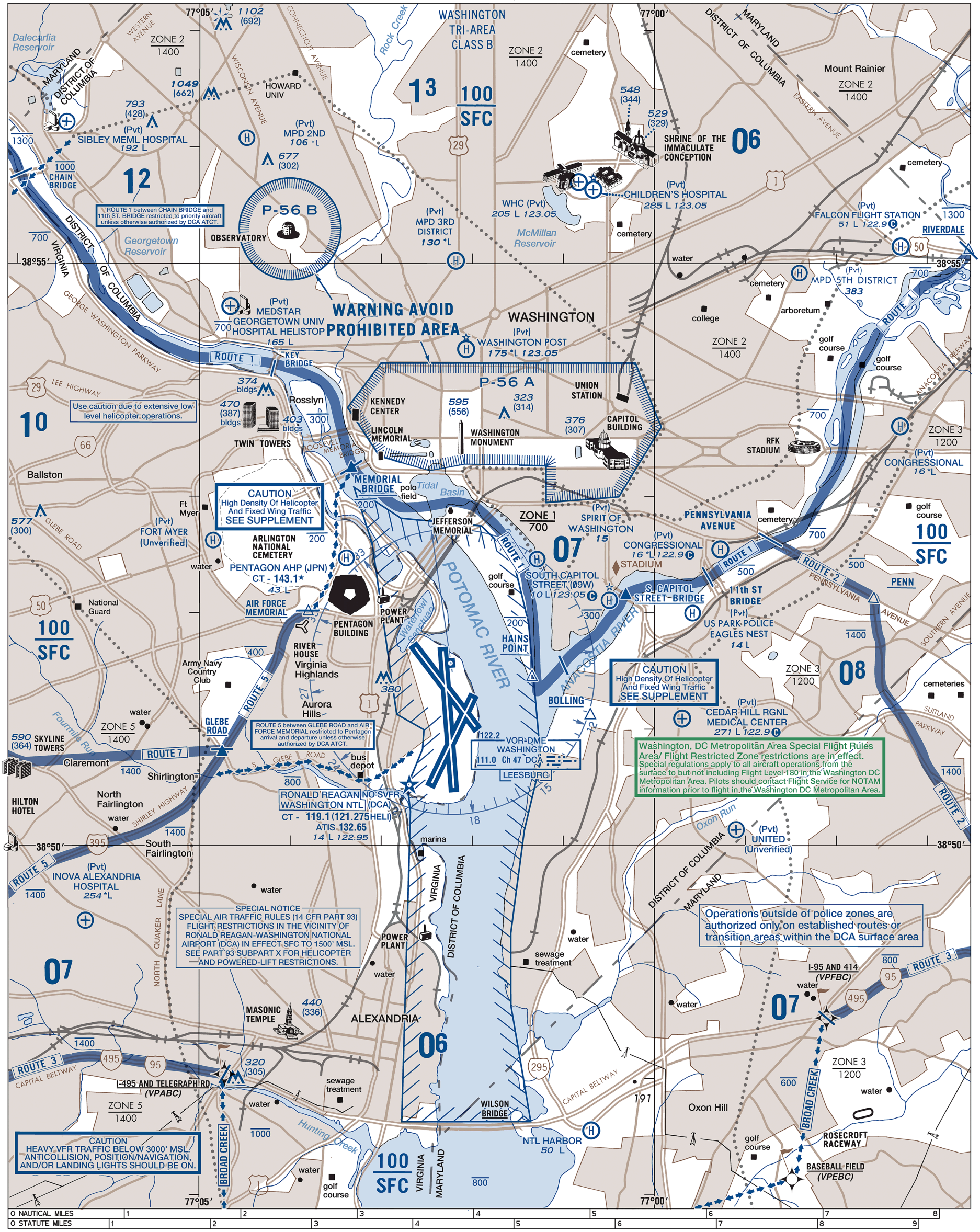
DOD USERS ARE REQUIRED TO REFER TO AP-1 "WASHINGTON, D.C. METRO AREA."

WASHINGTON INSET
SCALE 1:62,500

WASHINGTON TRI-AREA CLASS B
ZONE 1 1400
ZONE 2 1400
ZONE 3 1400
ZONE 4 1400
ZONE 5 1400
ZONE 6 1400
ZONE 7 1400
ZONE 8 1400
ZONE 9 1400
ZONE 10 1400
ZONE 11 1400
ZONE 12 1400
ZONE 13 1400
P-56 A
P-56 B
R-4001 A,B,C
R-4001 B
WARNING AVOID PROHIBITED AREA
WASHINGTON
CAUTION Numerous TV towers to 2000' AGL and Power line Traffic See SUPPLEMENT
CAUTION Helicopter traffic to 1500' AGL See SUPPLEMENT
Operations outside of police zones are authorized only on established routes or transition areas within the DCA surface area.
HEAVY VFR TRAFFIC BELOW 3000' MSL, ANTICOLLISION, POSITION/NAVIGATION AND/OR LANDING LIGHTS SHOULD BE ON
Georgetown Reservoir
McMillan Reservoir
Rock Creek Park
Potomac River
Anacostia River
Chesapeake Bay
Mount Rainier
Hyattsville
Riverdale
College Park
Greenbelt
Bowie
Crofton
Odenton
Annapolis
Arlington
Alexandria
Falls Church
Fairfax
Vienna
Reston
Herndon
Chantilly
Dulles
Leesburg
Manassas
Gainesville
Haymarket
Woodbridge
Dumfries
Quantico
Fredericksburg
Waldorf
Lexington Park
Solomons
Prince Frederick
Owings Mills
Towson
Parkville
Pikesville
Randallstown
Catonsville
Dundalk
Essex
Middle River
Chase
Harewood
Perry Hall
Timonium
Lutherville
Glen Burnie
Pasadena
Severna Park
Arnold
Edgewater
Shady Side
Deale
Lothian
Huntingtown
Prince Frederick
Port Tobacco
Indian Head
Colonial Beach
Montross
Warsaw
Kilmarnock
Irvington
Tappahannock
Gloucester
Yorktown
Williamsburg
Newport News
Hampton
Suffolk
Chesapeake
Virginia Beach
Norfolk
Portsmouth
Smithfield
Franklin
Emporia
Petersburg
Hopewell
Colonial Heights
Chester
Richmond
Mechanicsville
Ashland
Doswell
Louisa
Gordonsville
Orange
Culpeper
Warrenton
Front Royal
Winchester
Martinsburg
Hagerstown
Frederick
Westminster
Mount Airy
Sykesville
Laurel
Columbia
Ellicott City
Catonsville
Towson
Timonium
Lutherville
Glen Burnie
Pasadena
Severna Park
Arnold
Edgewater
Shady Side
Deale
Lothian
Huntingtown
Prince Frederick
Port Tobacco
Indian Head
Colonial Beach
Montross
Warsaw
Kilmarnock
Irvington
Tappahannock
Gloucester
Yorktown
Williamsburg
Newport News
Hampton
Suffolk
Chesapeake
Virginia Beach
Norfolk
Portsmouth
Smithfield
Franklin
Emporia
Petersburg
Hopewell
Colonial Heights
Chester
Richmond
Mechanicsville
Ashland
Doswell
Louisa
Gordonsville
Orange
Culpeper
Warrenton
Front Roy

WASHINGTON INSET

SCALE 1:62,500



O NAUTICAL MILES	1	2	3	4	5	6	7	8	
O STATUTE MILES	1	2	3	4	5	6	7	8	9